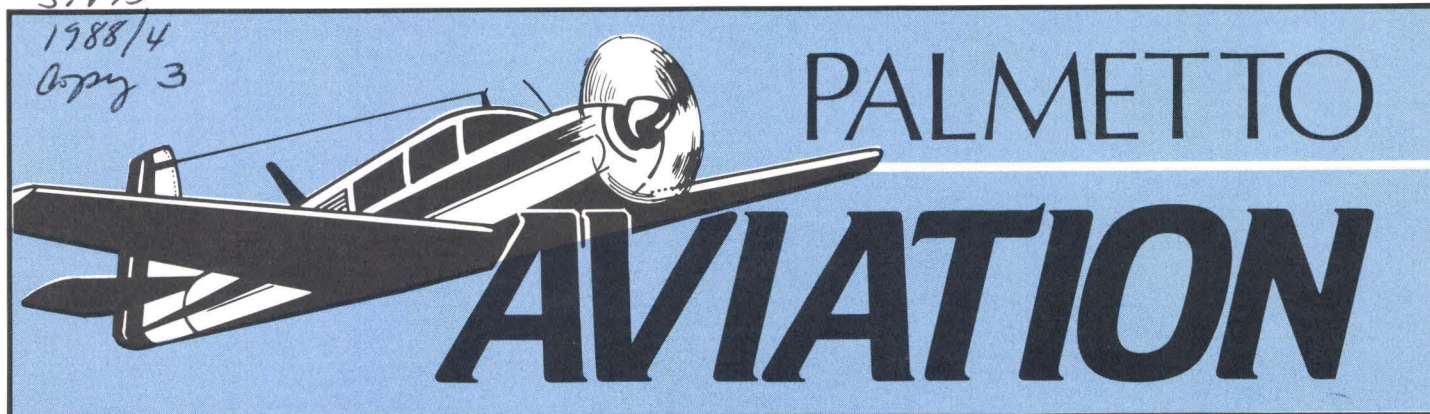


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Volume 40, Number 2

Published by the S.C. Aeronautics Commission

S. C. STATE LIBRARY April, 1988

Marion County Airport - a place in the country

Nestled in between country roads and red-brick churches lies one of Marion County's best kept secrets—the Marion Airport. It opens its doors to all who arrive and gives visitors their first glimpse of what the county is all about.

Margaret Pittman, the manager of the airport, usually greets visitors at the door at this not-so-sleepy airport.

A typical day, she says, begins at 6:30 a.m. with a cup of coffee and a quick read of the morning newspaper, "After that I'm ready to open. I check the pumps; dip my fuel and wait on my first plane to come in."

Students from the airport's nearby flight school, North American Institute of Aviation, are usually the first to arrive at the airport.

The flight school has about 250 students, mostly foreign, and around 30 planes, primarily Pipers and Cessnas. The students fly all year round but the flights are more prevalent during the summer months.

"We average from 25 to 30 planes a week during the summer," she said, but "there are so many people who just don't know we're out here."



Tully Dozier and Margaret Pittman are on the staff of the Marion County Airport.

Pittman, who is slightly built with an easy smile, admits that the airport is sometimes quiet, but she usually keeps busy by doing her cross-stitch needlework and watching the soap operas.

Every once in a while something will happen, perhaps a farm animal from the adjoining county prison farm will stray or a medical helicopter will arrive in the middle of

See A Look At The Marion Airport, Page 6

Be Aware Thunderstorms Are On Their Way

The FAA, in a special Air Traffic Bulletin, wants to remind everyone about the upcoming thunderstorm season and the hazardous weather it brings with it.

With the use of modern navigational systems, flying into hazardous weather seems sometimes routine, but pilots still must have access to timely and accurate information on the development of

thunderstorms in their flight area.

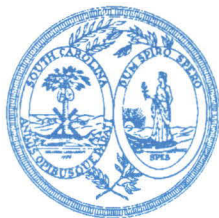
The more we understand about the meteorological conditions, the better position we are to adapt and avoid hazards.

Usually thunderstorms are combinations of many kinds of hazardous weather conditions, such as turbulence, tornadoes, hail, lightning, precipitation static, and low ceiling and visibility.

When flying in thunderstorms, never regard any thunderstorm as "light" even when radar returns show the echoes are of light intensity. Avoiding thunderstorms when possible is always the best policy.

The FAA recommends the following suggestions regarding thunderstorm avoidance.

See Thunderstorms, Page 2



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Shaw AFB Offers Special Safety Presentations

The Shaw Air Force Base Flight Safety Office has announced information on their Mid-air Collision Avoidance program.

The MACA program is designed to make aircrews and general aviation fliers more aware of the potential of a mid-air collision in the Sumter/Shaw AFB location.

While flying becomes more popular, the skies of South Carolina are feeling the strain of increased air traffic. In addition, the military also has increased their number of flying hours.

The ever-increasing mix of high and low performance aircraft increases the risk of mid-air collision.

Since most small aircraft operate below 10,000 feet AGL, it should not surprise anyone that 75 percent of all near mid-air collisions involving general aviation aircraft occur below 7,500 feet.

The Safety Offices at Shaw have a pamphlet called "Crowded Skies" which gives more information on the types of aircraft flown at Shaw and all flying routes.

The Flight Safety Office is also interested in giving special presentations to flying clubs and FBOs on avoiding mid-air collisions. If interested, please contact Roy L. Thompson, SMSgt. USAF, NCOIC, Wing Safety, or call (803) 668-3218.

Thunderstorm Avoidance

Continued from Page 1

- Don't land or take off in the face of an approaching thunderstorm. A sudden wind shift or low level turbulence could cause loss of control.

- Don't attempt to fly under a thunderstorm even if you can see through to the other side.

- Don't fly without airborne radar into a cloud mass containing scattered embedded thunderstorms.

- Do clear the top of a known, or suspected, severe thunderstorm by at least 1,000 feet altitude for each 10 knots of wind at the cloud top.

In addition, if you cannot avoid penetrating a thunderstorm, you should do the following.

- Be certain to tighten your safety belt, put on your shoulder harness and secure all loose objects.

- Plan your course to take you through the storm in a minimum time and hold it.

- Turn up cockpit lights to highest intensity to lessen the danger of temporary blindness from lightning.

- Disengage altitude hold and speed hold modes if using automatic pilot.

If you must penetrate a thunderstorm, the FAA has these suggestions.

- Keep your eyes on the instruments. Looking outside the cockpit can increase danger of temporary blindness from lightning.

- Don't change your power settings; maintain settings for reduced airspeed.

- Maintain a constant altitude; let the aircraft "ride the waves."

- Once you're in a thunderstorm, don't turn back. A straight course through the storm will most likely get you out of the hazardous area most quickly.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.

Commission Announces Completed Projects

The South Carolina Aeronautics Commission met at the Charleston Aviation Authority for their regular monthly meeting.

During the commission meeting, it was announced that the following airport projects have been completed:

- Ridgeland Airport - Repairs and an asphalt overlay to the taxiway and ramp completed with \$ 3,650 state funds.

- Walterboro Municipal Airport - Repair and sealing of cracks in runway 9/27, also sterilization of pavement edges on runway 17/35, and resealing of joints in the concrete apron, with \$ 52,000 in state funds.

- Sumter Municipal Airport - Rehabilitation of the medium intensity runway and taxiway lighting systems to bring the system up to current FAA standards. The SCAC share was \$ 3,746.02.

- Sumter Municipal Airport - An easement acquisition for clear zones and transitional surfaces to runway 4/22. In addition, clearing the clear zones and transitional surfaces, the rehabilitation of

drainage systems and extension of of runway safety areas, with \$16,560 issued in state aeronautics funding.

- Marlboro County Airport - Repair of runway surface deterioration in joints and seams resulting from over 17 years exposure to the elements. State aeronautics funding \$ 7,500.

- Darlington County Airport - Build new terminal building and plane parking ramp with state share \$ 131,000.

In addition to these projects, the Greenville Downtown Airport was approved for \$ 32,056 for the construction of taxiways to the general aviation apron, a 225 ft. by 250 ft. apron, T-hangar taxiways and medium intensity taxiway lights. The Beaufort County Airport was also granted \$61,000 in funds for PAPIs, aprons and taxiways to complete projects that were begun in 1984.

After the commission meeting, the commissioners toured the Charleston Aviation Authority, as well as the Charleston Air Force Base.

Two Positions Available

The Edgefield County Airport is looking for a FBO.

The position requires only minimum experience with such job duties as providing daylight to dusk attendance.

If you have further questions regarding this position, please call Larry Yonce at (803) 275-3244.

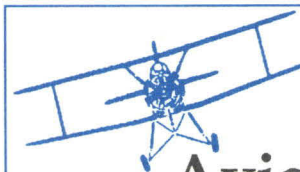
All qualified applicants should send a cover letter and resume by May 30 to:

Larry Yonce, chairman
Edgefield Airport Commission
P.O. Box 175
Johnston, SC 29832

In addition, the South Carolina Aeronautics Commission is seeking an engineer to fill a new position in the Airport Development section to assist with airport improvement and safety programs.

All interested candidates may receive further information by calling 1-800-922-0574, (within SC) or (803) 739-5400.

PE registration is not required by the applicant should be familiar with airport planning and design standards and is expected to obtain PE registration within two years.



Aviation Calendar

April 15 - 17

World's Grits Festival
Fly In
St. George

April 17

Breakfast Club
Dorchester Airport
Summerville

April 17 - 22

Regional Soaring
Championships
Chester

April 29

Warbirds Scramble
Spartanburg Downtown

April 30 - May 1

US Army Golden Knights
Greenville

May 1

Breakfast Club
Cheraw

May 1

New Horizons Airshow
Bryant Field, Rock Hill

May 7

USAF Thunderbirds
Shaw AFB

May 14 - 15

USN Blue Angels
AFB Open House
Charleston AFB

May 15

Breakfast Club
Chester

May 22

Breakfast Club
Laurens

May 29

Breakfast Club
Twin Lakes

June 8

USAF Thunderbirds
Myrtle Beach AFB

June 12

Breakfast Club
Sumter Municipal Airport

The Civil Air Patrol



The Third Annual Civil Air Patrol Cadet Dining Out was held at the Fort Jackson NCO Club recently.

The ceremonies included presentations for annual achievement awards given for outstanding performance, significant contributions and dedicated service all of which was followed by a dinner dance on March 5.

The award for Outstanding Senior of the Year went to Kenny Smith 1LT, CAP, from Lake City Squadron. The Senior Member competition consists of all active adult Civil Air Patrol members and recognizes the extra efforts in support of the CAP.

The Outstanding Cadet of the Year was awarded to Cadet Kirk Bigger, from the Columbia Squadron. Cadet Bigger is a student at

Irmo High School and participates in the JROTC program at the school. Two other cadets were also honored for their efforts. Cadet Kenneth Allen from the Charleston Composite Squadron, and Cadet James Todd from the Florence Composite Squadron were awarded honorable mentions.

The Florence Squadron was presented as the Squadron of the Year. This award is based on squadron inspections, reporting, programs, and membership retention and growth.

The Outstanding Public Affair Officer of the Year went to Marion H. Carrol, 1LT, CAP, from the Anderson Composite Squadron which was awarded on the basis of articles submitted, reporting and the promotion of the CAP through the media.

The Dining Out speaker was Cadet Colonel Kevin Reinstein from the National Capital Wing.

Reinstein was selected the National Civil Air Patrol Cadet of the Year at the National Board in Salt Lake City.

In addition to the Dining Out Ceremony, the Civil Air patrol also presented their Spaatz award recently.

Brig. Gen. Eugene Harwell, National Civil Air Patrol Commander, presented CAP Cadet Shawn B. Copeland, the Gen. Carl A. Spaatz Awards at the SC Wing Conference.

This prestigious award is the highest attainable award in the Civil Air patrol's comprehensive cadet program, which is given to a member who has completed all the requirements of the cadet program. Cadets study a series of courses in aviation and aerospace science-related subjects as part of the program.

Additionally, cadets attend annual encampments and participate in a special courses and programs, including international travel. Copeland traveled to France. During encampments and programs cadets learn survival and rescue techniques, develop self-confidence, as well as career opportunities in aviation and aerospace fields.

Having completed the entire cadet program, Cadet Copeland now becomes a cadet colonel.

LTCOL Harold M. Dickerson, CAP, Commander of the Greenville Squadron was the host for the SC Wing Conference.



Cadet Colonel Reinstein presents Outstanding Cadet of the Year Award to Cadet Kirk Bigger of Columbia.



Squadron of the Year Award was given to the Florence Composite Squadron by COL Douglas Abercrombie.

Frances Miller Says Good-Bye To Aviation

After logging more than 40 years

In mid-April a fixture in South Carolina aviation for more than 40 years will be turning in her teaching wings.

After 46 years in aviation, Frances H. Miller will retire as of April 15.

Most people don't even remember a time when she was not teaching students how to fly or testing them in some aspect of aviation.

But the time has come for her to discontinue her teaching and become more involved in the other things life has to offer.

One pilot said recently, "I don't know anyone who's flown in South Carolina who hasn't flown with Frances at one time or another."

Frances can only guess at the number of students she has taught to fly. Perhaps as many as a few thousand students took lessons from her during her thirty-some years teaching, but she "hasn't counted them in years."

"My students are flying for airlines all over the world. They send me Christmas cards...I get a call from some I haven't heard from in 20 years. Yet, I remember most all of them," Frances said remembering some of her better students.

She recalled her first flight: "I was 17 years old, out of Owens Field. I used to ride my bike there....It was everything I thought it would be...I loved it from the word go."

Her enthusiasm for flying began in 1942. As Palmetto Aviation wrote in the 1951 edition, 'Frances started flying by trickery in 1942. Heraunt gave her \$35 to buy one evening dress for her birthday, but she went out to Hawthorne's and paid for one-half of a solo course.

"She had accumulated two and a half hours when the Navy program started at Owen's Field, so her flying time was interrupted until 1945.'

In 1949, she got her private license and in 1950 obtained her commercial and flight instructors' rating. She said when she first started teaching, they used surplus WWII airplanes, some pipers, J-4s, J-5s, but mostly J-3s.

Frances has worked in many aspects of aviation. She first started with Hawthorne, but in 1964 she started her own flying service. It went bankrupt when the GI bill folded in 1981 and since then she has been freelancing.

She moved to Charleston about a year ago, when it got to be too much living in a trailer in Conway and wanted to sail her boat more.

The 62-year-old South Carolinian doesn't know how many flying hours she has, "I just put 20,000 hours plus on any forms."

Flying planes is easier now, according to Frances. "Nose wheel as opposed to tail wheel, make it easier to fly...Hard part's knowing how to land, anyway."

"Yes," she added, "it was simpler and freer then to fly, but radar makes it much easier."

She has had many accomplishments some being: designated a FAA Pilot Examiner in 1957 in the District of S.C.; administered over 3,146 flight examinations ranging from private pilot to commercial pilot; has current airline transport rating for airplane single and



Frances Miller (R) with life-long friend, Sylvia Roth

multi-engine land; authorized to conduct flight examinations and issue pilot certificates and ratings in numerous aircraft.

Frances said the most rewarding part about teaching was getting someone enthusiastic about flying, when they were perhaps persuaded to take flying lessons from a spouse. "Taking someone and motivating them so they can learn what flying is all about," she said is the best part of teaching.

Sylvia Roth, a life-long friend of Frances', said "I've known her so long, we've begun to look alike."

Sylvia won't be far behind her friend, since she is retiring from aviation in June.

Frances said she wants to do some sightseeing around the Charleston area, wander around and play some golf.

"I pity the golf course," said Sylvia, who knows her friend will take up the sport with as much vengeance as she has aviation.

"It's time to go," Frances said, "I enjoyed working one-on-one with so many kinds of people. All were interesting and fun, but it's time to do other things."

A Ceremony honoring

Frances Miller

and

Sylvia Roth

*for their years in aviation is
scheduled for April 15 in the
Carolina Room at the Columbia
Metropolitan Airport
at 1 p.m.*

A Look At The Marion County Airport

Continued from Page 1

the night, but Pittman and her assistant, Tully Dozier, take them in stride.

"We do get a calf every once in while on runway 4... and we'll have to chase them off, and call the county prison farm to come and get them," laughed Pittman. "But in 1974, we did have some pigs get loose. They were the world's worst about running around getting loose."

Pittman feels very fortunate that the county prisoners do the majority of the maintenance for the airport.

The prisoners cut all the grass around the terminal building, the hangars and the runways, they paint lines for parking and clean up the building at least three times a week.

Pittman said that many different types of prisoners work around the airport, "there are the ones they can trust and they put in the building and the others they leave on the bus to do outside work. And then there are those who just take care of the cows."

Marion County is in the process of changing from a rural and agricultural county to one where industries reign.

Like any airport, the facilities at the terminal building determine what activities will take place there.

At Marion, their terminal building has an airy waiting room complete with television, a pilots' lounge with beds and full bath, an office for the

manager and a corporate looking conference room.

Many of the surrounding industries fly their planes into the airport, such as AVM Maremont, a manufacturer of parts for GM cars, Pilliod, a furniture manufacturer, L'Eggs Hosiery, Raytex, a plastics company, and Russell Stover Candies.

Of course, many small businesses also use the airport and their hangar facilities.

Randolph Battle, Sr., president of Battle LP, utilizes the airport's hangar and readily admits his fondness for the facility. He keeps his plane there and has logged nearly 300 flying hours.

Fredrick Sanders, a professional photographer who does aerial photography, usually visits the airport to check on things.

Both Battle and Sanders are regulars at the airport and are typical of the people who come there — friendly and down-to-earth.

About ten aircraft use the hangar facilities, a 210, two 172's, a Piper Cherokee 140, a Piper Cherokee 180, and a Cessna 150, are just some.

The Marion Airport is staffed during daylight nearly every day, with Pittman working five days a week and Dozier two. "But we have the facility if they want us to work 24 hours a day, we could," said Pittman.

In the future, she says, "I'd like for us to have a parallel taxiway and about 500 more feet of runway. That would help us bring in more industry to the area." But even Pittman realizes that her plans have to come under the scrutiny of the county. "I don't think they have anything planned for us for a long time."

Pittman is definitely a person who enjoys her work and meeting all the new people who travel there, especially, she says "the strange pilots."

Every once in while she will bring her Boykin Spaniel, Chase to the airport and she admits he is good company when a helicopter arrives in the middle of the night.

For the people who travel to the airport it is just a thoroughfare, but to the people who work and live there, the Marion Airport is almost like home.

"It's a pretty and peaceful place to be" she says. Well, as long as the cows don't get in the way.



Visitors to the Marion Airport are usually greeted at the door by staff members, Pittman and Dozier.



Randolph Battle, Sr. is just one of many small business owners who use the hangar facilities regularly.

FYI From the FAA

Listening Sessions Replayed

For Your Information is a continuing series of items from the FAA's two general listening sessions held during the airport conference.

The following are questions which were asked during those sessions and here are the complete answers:

Q. The national Fire Protection Association and Part 139 establish different response items for CFR equipment. Is Part 139 likely to go to more restrictive NFPA standards?

A. Revised FAR Part 139 became effective January 1, 1988.

Response times or aircraft rescue and firefighting vehicles will change from 3 minutes - first vehicle, 4 minutes - second vehicle, and 4 1/2 minutes - all other vehicles; to 3 minutes - first vehicle and 4 minutes - all other vehicles. The allowance for 4 1/2-minute response has been eliminated.

Q. How do we protect airports from encroaching land development, particularly where counties have no zoning powers?

A. The most effective method for protecting an airport from encroaching development is by acquisition of fee simple interest in the land. Of course, this is only feasible for relatively small area which are contiguous with airport property. If an airport owner has zoning powers, we recommend the development of an off-airport land-use study coupled with subsequent enactment of appropriate zoning to assure compatible use.

Where counties have no zoning powers, the first obvious step is to get statutory authority allowing the county to zone. This power is conferred on local governments by the state legislature, normally through enabling legislation. County commissioners must then

decide whether they wish to enact a county-wide zoning ordinance or simply address specific needs through special-use districts. Either approach can be effective.

If the county elects to go with a county-wide ordinance, the airport is simply treated as any other land-use, and provisions are made to provide appropriate protection. Should the county be reluctant to zone the entire county, a special airports district could be created, and those land uses surrounding the airport for a distance of several miles (possibly 3 to 5) would be addressed.

Proper airport zoning is unique in that it addresses not only compatible land-use zoning but height zoning as well. The FAA publishes two advisory circulars which you may find useful in this regard. They are AC 150/5050-6 Airport Land-Use Compatibility Planning and AC 150/5190-4 A Model Zoning Ordinance to Limit Height of Objects Around Airports. For these documents, please write to Susequent

Distribution Section, U.S. Department of Transportation, M-494.3, Washington, DC 20590.

Another approach to airport protection is the development of a noise compatibility study pursuant to Part 150, Federal Aviation Regulations. The publication of noise exposure maps which have been determined acceptable by the FAA can provide a measure of protection against future encroachment.

Q. Does FAA have to approve airport rules and regulations?

A. The FAA does not require airport sponsors to adopt operating rules and regulations. Past experience and prudent management practices dictate, however, that the airport is well served to have appropriate rules and regulations. While no one set of rules and regulations can serve every airport, the Atlanta ADO can furnish sponsors with a guideline set. The ADO will also be happy to work with sponsors in developing rules and regulations. We do not "approve" them however.

FAA Flight Standards District Office Accident Prevention Programs

The following safety meetings will be conducted by the Carolina FSDO in Columbia. All meetings listed will be held at 7 p.m.

April 5

Terminal Control Area
Procedures
National Guard Armory
Rock Hill

May 10

Collision Avoidance
Civil Air Patrol Building
Columbia Metro. Airport

May 12

Operation in National Airspace
System

Location to be announced
Cheraw, SC

May 17

Operation in National Airspace
System

Aiken Technical College

May 19

Operation in National Airspace
Location to be announced
Anderson, SC



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This Month...

Inside Palmetto Aviation

- Thunderstorm Avoidance
- Frances H. Miller says so long to aviation
- CAP presents Dining Out Awards
- A close-up look at Marion Airport

... and much, much more!



The Aerial Applicators held their March meeting in Columbia and announced their 1988 officers.

Seated (l to r) Elbert Page, Jack Phillips, Second Vice President, and Jim Tallon.

Standing (l to r) John Roberts, First Vice President, Jack Berry, Roland Richardson and Jack Woodward, President.

Page, Tallon, Berry and Richardson are all on the Board of Directors. Bill Harper is the new Secretary-Treasurer, and was not pictured.

The state Agricultural Aviation Association discusses aerial application, encourages research in related fields and assists in procuring funds for application work.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.